

FOLDER N.

**ST. PAUL,
MINNEAPOLIS
AND
MANITOBA
RAILWAY**

• • FOR • •

GREAT FALLS, HELENA

AND ALL PRINCIPAL POINTS IN

NORTHERN AND CENTRAL

MINNESOTA

DAKOTA

MONTANA

A. MANVEL, - - - GENERAL MANAGER.

J. BOOKWALTER, - LAND COMMISSIONER.

ST. PAUL, MINN.

MONTANA Short Line

... THROUGH ... MONTANA, DAKOTA AND MINNESOTA.

ST. PAUL, MOORHEAD, FARCO, GRAND FORKS
BUFORD, BENTON AND GREAT FALLS.

FROM ST. PAUL.			STATIONS.	TO ST. PAUL.	
No. 1. Ex. Sun.	No. 3. Daily.	Mls.		No. 4. Daily.	No. 2. Ex. Sun.
8.20 A M	8.30 P M	0	Lv. ST. PAUL. Ar.	6.55 A M	6.45 P M
8.55 "	9.10 "	11	Minneapolis.	6.20 "	6.20 "
9.25 "	9.40 "	24	Ossco.	5.50 "	5.50 "
10.20 "	10.37 "	47	Monticello.	4.55 "	4.59 "
10.53 "	11.10 "	62	Clearwater.	4.23 "	4.25 "
11.30 "	11.50 "	75	St. Cloud.	3.55 "	3.55 "
11.47 "	12.10 A M	82	St. Joseph.	3.23 "	3.30 "
12.06 P M	12.32 "	90	Avon.	3.00 "	3.12 "
12.20 "	12.47 "	96	Albany.	2.44 "	2.58 "
12.48 "	1.23 "	108	Melrose.	2.08 "	2.30 "
1.08 "	1.47 "	117	Sauk Centre.	1.47 "	2.12 "
1.25 "	2.08 "	125	West Union.	1.27 "	1.54 "
1.40 "D	2.25 "	130	Osakis.	1.10 "	1.40 "D
2.05 "	2.57 "	141	Alexandria.	12.40 "	12.48 "
2.30 "	3.29 "	154	Brandon.	12.05 "	12.18 "
2.58 "	3.45 "	159	Evansville.	11.50 P M	12.06 "
3.10 "	4.00 "	168	Ashby.	11.27 "	11.44 A M
3.32 "	5.08 "	187	Fergus Falls.	10.32 "	10.50 "
4.16 "	5.30 "	195	Carlisle.	10.13 "	10.39 "
4.33 "	5.53 "	204	Rothsay.	9.51 "	10.20 "
4.52 "	6.30 "	218	Barnesville. Lv.	9.15 "	9.45 "
5.25 "	6.40 "	218	Barnesville. Ar.	9.00 "	9.40 "
5.30 "	7.10 "	232	Sabin.	8.25 "	9.08 "
5.57 "	7.30 "B	241	Moorhead. Lv.	8.05 "S	8.50 "
6.15 "	8.00 "	241	Moorhead. Ar.	7.30 "	
	7.35 "	242	Fargo. Lv.	7.00 "	
6.20 "	8.05 "	242	Fargo. Ar.	7.25 "	8.45 "
6.28 "	8.25 "	250	Harwood.	7.08 "	8.25 "
7.04 "	8.55 "	263	Gardner.	6.35 "	8.00 "
7.18 "	9.15 "	269	Grandin.	6.17 "	7.47 "
7.30 "	9.32 "	275	Kelso.	6.00 "	7.34 "
7.42 "	9.47 "	281	Hillsboro.	5.43 "	7.23 "
7.57 "	10.08 "	289	Cummings.	5.23 "	7.07 "
8.08 "	10.25 "	295	Buxton.	5.07 "	6.54 "
8.18 "	10.38 "	300	Reynolds.	4.54 "	6.44 "
8.32 "	10.55 "	307	Thompson.	4.36 "	6.29 "
9.00 P M	11.45 "	320	Grand Forks.	3.50 "	6.00 A M
	11.55 "	331	Ojata.	3.35 "	
12.23 P M	12.35 "	336	Emerado.	3.05 "	
	12.50 "	342	Arvilla.	2.50 "	
	1.05 "D	344	Larimore.	2.32 "	
	1.30 "	350	Park River Junction.	2.15 "D	
	1.40 "	358	Niagara.	1.50 "	
	2.04 "	370	Michigan City.	1.40 "	
	2.33 "	381	Lakota.	1.12 "	
	3.00 "	385	Barlett.	12.41 "	
	3.08 "	405	Devils Lake.	12.13 "	
	4.15 "	413	Grand Harbor.	12.03 P M	
	4.30 "	424	Church's Ferry.	11.10 A M	
	4.12 "	442	York.	10.40 "	
	6.07 "	453	Pleasant Lake.	10.10 "	
	6.43 "	463	Rugby Junction.	9.22 "	
	7.10 "S	481	Towner.	8.53 "	
	8.32 "	501	Granville.	8.30 "B	
	9.30 "	509	Norwich.	8.05 "	
	9.55 "	523	Minot. Lv.	7.10 "	
	10.35 P M			6.25 "	
				6.05 "	
				5.30 A M	
			MOUNTAIN TIME.		
	8.50 P M		Lv. Minot. Ar.	4.05 A M	
	9.45 "	535	Des Lacs.	3.30 "	
X 10.35 "	546		Berthold.	X 2.45 "	
	11.10 P M	556	Wallace.	2.10 "	
	12.45 A M	577	Stanley.	12.45 "	
X 1.25 "	589		Manitou.	X 11.55 P M	
	1.55 "	597	White Earth.	11.25 P M	

Except
Sunday.

Except
Sunday

MONTANA Short Line

**ST. PAUL, MOORHEAD, FARCO, GRAND FORKS,
BUFORD, BENTON AND GREAT FALLS.**

[CONTINUED.]

	No. 3.	Mls		No. 4.	
	2.35 A M	606	Lv. Tioga. Ar.	10.45 P M	
	x 3.45 "	622	..... Wheelock	x 9.40 "	
	x 4.40 "	638	..... Avoca	x 8.45 "	
	x 5.05 "	645	..... Williston (Little Muddy)	8.20 "	
	5.55 "	650	..... Trenton	7.20 "	
	6.25 "	665	..... Buford	6.45 "	
	6.53 "	673	..... Willows	6.15 "	
	8.05 "	689	..... Lanark	5.15 "	
	x 8.30 "	697	..... Culbertson	x 4.50 "	
	x 9.20 "	711	..... Calais	x 3.50 "	
	9.50 "	720	..... Brockton	3.20 "	
	10.30 "	730	..... Poplar	2.45 "	
	11.05 "	739	..... Chelsea	2.05 "	
	11.55 "	751	..... Wolf Point	1.20 "	
Except Monday.	x 1.20 P M	769	..... Lenox	x 11.50 A M	Except Saturday.
	x 2.00 "	781	..... Milk River	x 11.10 "	
	3.40 "	801	..... Glasgow	10.05 "	
	3.55 "	805	..... Stockholm	x 9.30 "	
	4.15 "	811	..... Tampico	9.10 "	
	5.05 "	825	..... Hinsdale	8.20 "	
	x 6.00 "	834	..... Beaverton	7.30 "	
	x 6.55 "	849	..... Ashfield	x 6.30 "	
	x 7.58 "	866	..... Malta	5.22 "	
	9.00 "	884	..... Dodson	4.20 "	
	x 9.20 "	889	..... Eureka	x 4.00 "	
	x 10.35 "	902	..... Wayne	3.15 "	
	11.05 "	911	..... Harlem	x 2.45 "	
	x 11.35 "	919	..... Zurich	2.15 "	
	11.59 "	920	..... North Fork	x 1.50 "	
	12.45 A M	932	..... Dawes (Ft. Belknap)	1.30 "	
	1.40 "	947	..... Toledo	12.45 "	
	1.50 "	951	..... Ar. Assiniboine	Lv. 11.55 P M	
	3.00 "	951	..... Ar. Assiniboine	11.40 "	
	3.40 "	978	..... Box Elder	10.35 "	
	4.05 "	989	..... Big Sandy	9.50 "	
	5.00 "	991	..... Verona	9.30 "	
	5.45 "	1008	..... Dry Fork	8.40 "	
Except Tuesday.	5.45 "	1018	..... Marias	7.55 "	Except Friday.
	6.10 "	1023	..... Teton	7.35 "	
	6.45 "	1030	..... Benton	7.05 "	
	x 7.10 "	1036	..... Tunis	x 6.40 "	
	7.25 "	1043	..... Sidney	6.18 "	
	7.55 "	1048	..... Huntley	6.00 "	
	8.20 "	1055	..... Portage	5.35 "	
	8.55 "	1065	..... Watson	5.05 "	
	9.25 A M	1073	..... Ar. Great Falls	Lv. 4.35 P M	

x Trains stop on signal, or to leave passengers.

MONTANA CENTRAL RAILWAY.

	Daily.	Mls		Daily.	
	10.00 A M	97	Lv. Great Falls	Ar. 4.00 P M	
	x 10.51 "	83	..... Ulm	3.08 "	
	x 11.27 "	69	..... Cascade	2.23 "	
	x 12.07 P M	61	..... Hardy	x 1.58 "	
	x 12.27 "	53	..... Mid Canon	x 1.32 "	
	12.50 "	46	..... Craig	1.10 "	
	1.05 "	28	..... Wolf Creek	12.50 "	
	1.55 "	20	..... Mitchells	12.25 "	
	x 2.00 "	21	..... William Johns	11.54 A M	
	x 2.36 "	17	..... Marysville June	x 11.25 "	
	2.55 "	8	..... Iron	11.08 "	
	x 3.24 "	0	..... Ar. Helena	x 10.25 "	
	4.00 P M	1073	..... Ar. Great Falls	Lv. 10.00 A M	

BOTTINEAU BRANCH.

	No. 3.	Mls		No. 4.	
	8.30 P M	0	Lv. ST. PAUL	Ar. 6.55 A M	
	9.10 "	11	..... Minneapolis	6.20 "	
Except Sunday.	7.05 " S	463	..... Rugby Junction	8.10 " B	Except Sunday.
	8.00 "	475	..... Barton	7.50 " B	
	8.35 "	484	..... Willow City	7.00 "	
	9.40 P M	501	..... Ar. Bottineau	6.25 "	
				5.20 A M	

NORTH DAKOTA

Short Line

BY THE SHORES OF MINNETONKA.

**ST. PAUL, WAHPETON, LARIMORE, PARK
RIVER AND LANGDON.**

FROM ST. PAUL.			STATIONS.	TO ST. PAUL.	
No. 7. Ex. Sun.	No. 9. Daily.	Miles		No. 10. Daily.	No. 8. Ex. Sun.
7.30 A M	7.30 P M	0	Lv. ST. PAUL. Ar.	7.30 A M	6.55 P M
8.05 "	8.05 "	11	Minneapolis	6.55 "	6.25 "
8.40 "	8.40 "	24	Wayzata	6.20 "	5.50 "
8.47 "	8.47 "	27	Long Lake	6.12 "	5.42 "
9.00 "	9.01 "	32	Maple Plain	5.59 "	5.30 "
9.18 "	9.18 "	38	Delano	5.42 "	5.13 "
9.35 "	9.35 "	45	Montrose	5.25 "	4.58 "
9.42 "	9.42 "	48	Waverly	5.18 "	4.50 "
9.55 "	9.55 "	53	Howard Lake	5.04 "	4.37 "
10.02 "	10.02 "	56	Smith Lake	4.58 "	4.31 "
10.11 "	10.11 "	59	Cokato	4.48 "	4.22 "
10.25 "	10.25 "	65	Dassel	4.34 "	4.08 "
10.40 "	10.40 "	70	Darwin	4.20 "	3.55 "
10.53 "	10.55 "	76	Litchfield	4.07 "	3.42 "
11.10 "	11.13 "	84	Grove City	3.48 "	3.25 "
11.23 "	11.27 "	86	Arwater	3.36 "	3.14 "
11.41 "	11.45 "	96	Kandiyohi	3.18 "	2.58 "
11.55 "D	12.05 A M	102	Willmar	3.05 "	2.45 "
12.15 P M	12.38 "	116	Kerkhoven	2.25 "	2.08 "
12.49 "	12.48 "	121	Murdock	2.16 "	1.57 "
1.00 "	1.17 "	132	Benson	1.50 "	1.30 "D
1.30 "	1.36 "	138	Clontarf	1.36 "	1.20 "
1.45 "	1.59 "	148	Hancock	1.15 "	1.25 "
2.08 "	2.22 "	157	Morris	12.56 "	12.05 "
2.30 "	3.03 "	176	Herman	12.15 A M	11.18 A M
3.15 "	3.55 "	196	Tintah Junc.	11.32 P M	10.27 "
4.06 "	4.02 "	199	Campbell	11.27 "	10.22 "
4.13 "	4.45 "	213	Breckenridge	10.55 "	9.45 "
4.50 "	4.55 A M	214	Ar. Wahpeton. Lv.	10.40 P M	9.35 A M
5.00 P M	5.15 A M	213	Lv. Breckenridge. Ar.	9.30 P M	
	5.22 "	214	Wahpeton	9.23 "	
	5.44 "	221	Dwight	9.05 "	
	6.23 "	234	Colfax	8.33 "	
Except Sunday.	6.42 "	241	Walcott	8.18 "	Except Sunday.
	7.06 "	249	Kindred	7.59 "	
	7.45 "	261	Durbin	7.27 "	
	8.00 "	266	Everest	7.15 "	
	8.15 "B	270	Ar. Casselton. Lv.	7.00 "	"S
	8.45 "	277	Amenia	6.30 "	
	9.08 "	283	Arthur	6.02 "	
Tuesday,	9.51 "	289	Hunter	5.38 "	Monday,
Thursday	10.10 "	295	Greenfield	5.18 "	Wednesday,
Saturday.	10.26 "	300	Blanchard	5.00 "	Friday.
	11.05 "	312	Mayville	4.44 "	
	9.30 "	277	Ripon	4.05 "	
Monday,	9.55 "	287	Erie	5.40 "	Tuesday,
Wednesday,	10.40 "	303	Clifford	5.10 "	Thursday
Friday.	11.15 "	314	Portland	4.25 "	Saturday.
	11.25 "	317	Junction	3.55 "	
	11.41 "	320	Hatton	3.40 "	
	12.01 P M	332	Northwood	3.25 "	
	12.35 "D	344	Larimore	3.03 "	
	2.30 P M	344	Larimore	2.20 P M	
Except Sunday.	3.10 "	353	McCanna	11.40 A M	Except Sunday.
	4.00 "	363	Inkster	11.00 "	
	5.30 "	381	Park River	10.10 "	
	6.20 "	390	Edinburg	8.40 "	
	7.20 "	402	Milton	7.40 "	
	7.45 "	408	Osnabrock	6.41 "	
	8.45 P M	420	Ar. Langdon. Lv.	6.15 "	
				5.15 A M	



THROUGH THE PARK REGION.

ST. PAUL, CROOKSTON, WINNIPEG AND VANCOUVER.

FROM ST. PAUL.			STATIONS.		TO ST. PAUL.	
No. 3.	Daily.	Miles			No. 4.	Daily.
8.30 P M		0	Lv. ST. PAUL	Ar.	6.55 A M	
9.10 "		11	Minneapolis		6.20 A M	
6.30 A M		218	Ar. Barnesville	Lv.	9.15 P M	
6.55 " B		218	Lv. Barnesville	Ar.	8.30 " S	
7.34 "		235	Glyndon		7.50 "	
8.07 "		250	Felton		7.19 "	
8.42 "		255	Ada		6.47 "	
9.08 "		276	Rolette		6.23 "	
9.20 "		282	Beltrami		6.12 "	
10.15 "		299	Crookston		5.35 "	
10.48 "		313	Euclid		4.49 "	
11.07 "		321	Angus		4.29 "	
11.27 "		329	Warren		4.09 "	
11.48 "		339	Argyle		3.45 "	
12.09 P M		348	Stephen		3.25 "	
12.40 "		361	Kennedy		2.52 "	
1.02 "		370	Hallock		2.29 "	
1.14 "		376	Northcote		2.10 "	
1.45 "		390	Ar. St. Vincent	Lv.	1.45 "	
2.25 D P M		392	Ar. Emerson, Man.	Lv.	12.45 D P M	
5.25 P M		458	Ar. Winnipeg	Lv.	9.05 A M	
10.25 A M		514	Lv. Portage La Prairie	Ar.	5.10 P M	
12.50 P M		514	Brandon		2.55 "	
3.20 "		591	Broadview		11.45 A M	
8.50 S "		722	Indian Head		5.00 "	
11.25 " P M		771	Qu' Appelle		2.47 "	
11.51 "		782	Regina		2.20 "	
1.30 A M		815	Moose Jaw		12.38 "	
3.20 "		857	Swift Current		10.45 P M	
8.30 P M		900	Medicine Hat		6.05 "	
4.00 P M		1110	Calgary		11.15 A M	
1.00 A M		1268	Banff		3.20 A M	
5.50 "		1378	Field		11.18 P M	
9.10 B "		1431	Donald		8.25 S "	
11.20 "		1481	Glacier Hotel		5.10 P M	
2.32 D P M		1517	Revelstoke		1.20 D "	
5.45 "		1560	Kamloops		9.30 A M	
11.42 "		1689	Yale		3.30 "	
9.00 B A M		1837	Pt. Moody		5.35 S P M	
12.51 P M		1927	Ar. Vancouver	Lv.	1.39 "	
1.30 P M		1939			1.00 P M	

Through
trains
leave
Winnipeg
Daily
except
Wednesday.

Through
trains
arrive at
Winnipeg
Daily
except
Thursday.

ST. PAUL, GRAND FORKS, GRAFTON AND NECHE.

FROM ST. PAUL.			STATIONS.		TO ST. PAUL.	
No. 3.	Daily.	Miles			No. 4.	Daily.
8.30 P M		0	Lv. ST. PAUL	Ar.	6.55 A M	
9.10 "		11	Minneapolis		6.20 "	
8.05 A M		242	Ar. Fargo	Lv.	8.00 P M	
11.30 " D		320	Grand Forks		4.00 " D	
11.55 "		330	Manvel		3.35 "	
12.24 P M		332	Ardock		3.03 "	
12.51 "		344	Minto		2.35 "	
1.05 "		350	Grafton		2.20 "	
1.27 "		368	Auburn		2.00 "	
1.43 "		373	St. Thomas		1.43 "	
2.00 "		386	Hamilton		1.21 "	
2.31 "		391	Bathgate		12.43 "	
2.43 "		400	Neché		12.28 "	
3.00 "		402	Ar. Gretna, Man.	Lv.	12.05 "	
3.15 P M					11.40 A M	

CROOKSTON AND GRAND FORKS.

FROM CROOKSTON.			STATIONS.		TO CROOKSTON.	
No. 71.	Daily.	Miles			No. 72.	Daily.
10.20 A M		299	Lv. Crookston	Ar.	5.15 P M	
10.55 "		310	Fishers		4.37 "	
11.18 "		317	Mallory		4.14 "	
11.37 "		321	East Grand Forks		3.59 "	
11.55 A M		320	Ar. Grand Forks	Lv.	5.50 P M	

Except
Sunday.

Except
Sunday.



THROUGH CENTRAL DAKOTA.

ABERDEEN LINE.

FROM ST. PAUL.			TO ST. PAUL.		
	No. 9. Daily.	Miles	STATIONS.	No. 10. Daily	
Daily.	7.30 P M	0	Lv. ST. PAUL.....Ar.	7.30 A M	Daily.
	8.05 "	11	Minneapolis.....	6.55 "	
	10.55 "	76	Litchfield.....	4.07 "	
	12.05 A M	102	Willmar.....	3.05 "	
	2.22 "	157	Morris.....	12.56 "	
	3.55 A M	196	Ar. Tintah Junc.....Lv.	11.32 P M	
	2.50 A M	214	Lv. Wahpeton.....Ar.	12.35 A M	
	2.55 "	213	Breckenridge.....	12.25 "	
	3.35 A M	199	Campbell.....	11.40 P M	
	3.55 A M	196	Lv. Tintah Junc.....Ar.	11.30 P M	
	4.13 "	204	Stiles.....	11.12 "	
	4.27 "	209	Berlin.....	10.57 "	
	4.39 "	214	Sonora.....	10.46 "	
	4.54 "	221	Hankinson.....	10.30 "	
	5.10 "	229	Stiles.....	10.14 "	
	5.20 "	233	Lidgerwood.....	10.04 "	
	5.34 "	239	Geneseo.....	9.50 "	
	5.47 "	245	Cayuga.....	9.38 "	
	6.02 "	251	Rutland.....	9.24 "	
	6.10 "	255	Sprague Lake.....	9.16 "	
	6.24 "	260	Havana.....	9.02 "	
	6.39 "	267	Kidder.....	8.47 "	
	6.54 "	274	Burch.....	8.32 "	
	7.09 "	281	Amherst.....	8.17 "	
	7.23 "	287	Claremont.....	8.03 "	
	7.30 "	293	Huffman.....	7.50 "	
	7.48 "	298	Putney.....	7.39 "	
	8.06 "	309	Hadley.....	7.20 "	
	8.25 A M	315	Ar. Aberdeen.....Lv.	7.00 P M	

ELLENDALE SHORT LINE.

	No. 9.		STATIONS.	No. 10.	
Daily.	7.30 P M	0	Lv. ST. PAUL.....Ar.	7.30 A M	Daily.
	8.05 "	11	Minneapolis.....	6.55 "	
	12.05 A M	102	Willmar.....	3.05 A M	
	3.55 "	196	Tintah Junc.....	11.30 P M	
	6.10 "	251	Rutland.....	9.05 "	
	6.55 "	263	Brookland.....	8.15 "	
	7.25 "	270	Straubville.....	7.47 "	
	7.50 "	276	Crescent Hill.....	7.22 "	
	8.05 "	280	Riverdale.....	7.06 "	
	8.25 "	286	Guelph.....	6.41 "	
	9.25 A M	300	Ar. Ellendale.....Lv.	5.45 P M	

WATERTOWN SHORT LINE.

	No. 7.	Miles	STATIONS.	No. 8.	
Except Sunday.	7.30 P M	0	Lv. ST. PAUL.....Ar.	7.30 A M	Except Sunday.
	8.05 "	11	Minneapolis.....	6.55 "	
	8.00 A M	132	Benson.....	6.00 P M	
	9.30 "	146	Norton.....	4.30 "	
	10.00 "	151	Appleton.....	4.00 "	
	11.05 "	163	Louisburg.....	2.55 "	
	11.40 "	170	Bellingham.....	2.20 "	
	12.30 P M	179	Nassau.....	1.30 "	
	1.00 "	184	Walrath.....	1.00 "	
	1.30 "	191	La Bolt.....	12.20 "	
	2.45 "	205	South Shore.....	11.00 A M	
	3.15 "	211	Forrestville.....	10.27 "	
	3.55 "	219	Rauville.....	9.50 "	
	4.30 P M	225	Ar. Watertown.....Lv.	9.15 A M	

RED RIVER VALLEY LINE

OSSEO AND ST. CLOUD ACCOMMODATION.

	No. 51.	Mls		No. 50.	
Except Sunday.	2.30 P M	0	Lv.....ST. PAUL.....Ar.	11.55 A M	Except Sunday.
	3.05 "	11	Lv.....Minneapolis.....	11.20 "	
	x 3.35 "	17	.....Parkers.....	x 10.42 "
	4.00 "	24	.....Osseo.....	10.22 "
	x 4.25 "	29	.....Maple Grove.....	x 10.00 "
	4.40 "	33	.....Rogers.....	9.45 "
	x 4.45 "	34	.....Hassan.....	x 9.25 "
	5.17 "	39	.....St. Michaels.....	9.05 "
	6.00 "	47	.....Monticello.....	8.25 "
	x 6.30 "	55	.....Silver Creek.....	x 7.50 "
	7.00 "	62	.....Clearwater.....	7.25 "
	x 7.25 "	69Augusta.....	x 7.02 "	
	7.50 P M	75	Ar.....St. Cloud.....Lv.	6.40 A M	

PELICAN RAPIDS BRANCH.

	No. 1.	Mls		No. 2.	
Except Sunday.	8.20 A M	0	Lv.....ST. PAUL.....Ar.	6.45 P M	Except Sunday.
	8.55 "	11	Lv.....Minneapolis.....	6.20 "	
	4.25 P M	187	.....Fergus Falls.....	9.20 A M
	5.15 "	195	.....Elizabeth.....	8.40 "
	x 5.50 "	203	.....Erharts.....	x 8.05 "
	6.25 P M	209	Ar.....Pelican Rapids.....Lv.	7.30 A M	

ST. CLOUD AND HINCKLEY BRANCH.

	No. 1.	Mls		No. 4.	
Except Sunday.	8.20 A M	0	Lv.....ST. PAUL.....Ar.	6.55 A M	Except Sunday.
	8.55 "	11	Lv.....Minneapolis.....	6.20 "	
	11.50 "	75	.....St. Cloud.....	1.00 A M
	1.00 P M	89	.....Poley.....	11.50 P M
	1.13 "	91	.....St. Francis.....	11.25 "
	1.30 "	92	.....Oak Park.....	11.05 "
	2.05 "	99	.....Bridgman.....	10.25 "
	2.30 "	102	.....Milaca.....	10.05 "
	3.20 "	115	.....Ground House.....	9.05 "
	3.50 "	122	.....Mora.....	8.35 "
	4.45 "	133	.....Pokeyama.....	7.35 "
	5.20 P M	141	Ar.....Hinckley.....Lv.	7.00 P M	

PRINCETON BRANCH.

	No. 5.	Mls		No. 6.	
Except Sunday.	3.45 P M	0	Lv.....ST. PAUL.....Ar.	11.10 A M	Except Sunday.
	4.20 "	11	Lv.....Minneapolis.....	10.43 "	
	5.45 "	38	.....Elk River.....	8.45 "
	6.25 "	49	.....Zimmerman.....	8.10 "
	7.05 "	58	.....Princeton.....	7.30 "
	8.05 P M	72	Ar.....Milaca.....Lv.	6.25 A M	

SAUK CENTRE AND NORTHERN BRANCH.

	No. 1.	Mls		No. 2.	
Except Sunday.	8.20 A M	0	Lv.....ST. PAUL.....Ar.	6.45 P M	Except Sunday.
	8.55 "	11	Lv.....Minneapolis.....	6.20 "	
	2.30 P M	117	.....Sauk Centre.....	10.00 A M
	3.10 "	127	.....Little Sauk.....	9.20 "
	3.55 "	131	.....Long Prairie.....	8.45 "
	4.30 "	141	.....Browerville.....	8.00 "
	4.55 "	149	.....Clarissa.....	7.35 "
	5.20 P M	153	Ar.....Eagle Bend.....Lv.	7.10 A M	

TINTAH AND EVANSVILLE BRANCH.

	No. 1.	Mls		No. 2.	
Except Sunday.	8.20 A M	0	Lv.....ST. PAUL.....Ar.	6.45 P M	Except Sunday.
	8.55 "	11	Lv.....Minneapolis.....	6.20 "	
	3.15 P M	159	.....Evansville.....	11.30 A M
	3.50 "	160	.....Erdahl.....	11.00 "
	4.15 "	171	.....Thorsborg.....	10.30 "
	4.45 "	175	.....Elbow Lake.....	10.00 "
	5.15 "	185	.....Hereford.....	9.15 "
	5.45 P M	192	Ar.....Tintah.....Lv.	8.30 A M	

RED RIVER VALLEY LINE

WILLMAR EXPRESS.

Via ST. CLOUD AND PAYNESVILLE.

No. 5.			Mls	No. 6.		
Except Sunday.	3.45 P M	0	Lv. ST. PAUL	Ar.	11.10 A M	Except Sunday.
	4.20 "	11	Minneapolis		10.43 "	
	4.47 "	16	Fridley		10.17 "	
	5.00 "	23	Coon Creek		10.04 "	
	5.10 "	27	Anoka		9.55 "	
	5.25 "	34	Itaska		9.40 "	
	5.35 "	38	Elk River		9.30 "	
	5.45 "	43	Baileys		9.20 "	
	5.53 "	48	Big Lake		9.12 "	
	6.08 "	55	Becker		8.50 "	
	6.23 "	63	Clear Lake		8.44 "	
	6.35 "	69	Haven		8.29 "	
	6.45 "	73	East St. Cloud		8.19 "	
	6.50 "	75	St. Cloud		8.15 "	
	7.30 "	90	Cold Spring		7.35 "	
	7.40 "	95	Richmond		7.25 "	
	8.05 "	106	Paynesville		7.00 "	
	8.32 "	118	New London		6.32 "	
	8.42 "	123	Spicer		6.22 "	
	9.05 P M	133	Willmar	Lv.	6.00 A M	

BROWNS VALLEY BRANCH.

No. 7.			Mls	No. 8.		
Except Sunday.	7.30 A M	0	Lv. ST. PAUL	Ar.	6.55 P M	Except Sunday.
	8.05 "	11	Minneapolis		6.25 "	
	3.00 P M	157	Morris		11.35 A M	
	x 3.35 "	164	Wheeler	x	10.55 "	
	x 4.00 "	170	Chokio	x	10.35 "	
	x 4.25 "	176	Johnson	x	10.10 "	
	x 4.50 "	183	Graceville	x	9.45 "	
	x 5.20 "	189	Barry	x	9.15 "	
	x 5.50 "	195	Beardsley	x	8.45 "	
	6.20 P M	203	Brown's Valley	Lv.	8.15 A M	

HUTCHINSON BRANCH.

No. 27.			Mls	No. 18.		
Except Sunday.	4.30 P M	0	Lv. St. Paul	Ar.	12.55 P M	Except Sunday.
	5.00 "	11	Minneapolis		12.30 P M	
	5.47 "	19	Hopkins		11.30 A M	
	6.25 "	29	Excelsior		10.50 "	
	x 7.10 "	41	Concy Island	x	9.55 "	
	7.32 "	47	Mayer		9.30 "	
	7.55 "	51	Lester Prairie		9.05 "	
	8.25 "	51	Silver Lake		8.45 "	
	9.00 P M	69	Hutchinson	Lv.	8.00 A M	

HOPE BRANCH.

No. 9.			Mls	No. 20.		
Tuesday, Thursday Saturday.	7.30 P M	0	Lv. ST. PAUL	Ar.	7.30 A M	Tuesday, Thursday Saturday.
	8.05 "	11	Minneapolis		6.55 "	
	8.45 A M	270	Lv. Casselton	Ar.	7.00 P M	
	9.00 "	266	Everest		6.00 "	
	x 9.50 "	277	Kipon	x	5.15 "	
	x 9.55 "	278	Absaraka	x	5.00 "	
	x 10.20 "	284	Ayr	x	4.35 "	
	x 11.05 "	293	Page City	x	3.55 "	
	x 11.30 "	305	Colgate	x	3.20 "	
	11.55 A M	306	Hope	Lv.	2.50 P M	

MOORHEAD BRANCH.

No. 3.			Mls	No. 4.		
Monday, Tuesday, Thursday Saturday.	8.30 P M	0	Lv. St. Paul	Ar.	6.55 A M	Monday, Tuesday, Thursday Saturday.
	9.10 "	11	Minneapolis		6.20 "	
	11.00 A M	241	Moorhead		6.40 P M	
	x 11.55 "	249	Kragnes	x	5.45 "	
	x 12.30 P M	250	Georgetown	x	5.10 "	
	x 1.05 "	263	Perley	x	4.35 "	
	x 1.40 "	268	Hendrum	x	4.00 "	
	3.20 P M	274	Halstad	Lv.	3.20 P M	

RED RIVER VALLEY LINE

ST. HILAIRE BRANCH.

	No. 3.		No. 4.	
	8.30 P M	0	Lv.....ST. PAUL.....Ar.	6.55 A M
Daily.	9 10 "	11	.....Minneapolis.....	6 20 "
	6.55 A M	218	.....Barnesville.....Lv.	9 15 P M
Monday,	10.15 "	299	Ar.....Crookston.....Ar.	5.35 "
Tuesday,	10.45 "	299	Lv.....Crookston.....Lv.	4.00 "
Thursday	11 15 "	306	.....Shirley.....	3.30 "
and	x 11.45 "	314	.....Ives.....x	3.00 "
Saturday.	x 12 20 P M	320	.....Wylie.....x	2.20 "
	12.45 P M	327	Ar.....St. Hilaire.....Lv.	2.00 P M

WAHPETON AND BARNESVILLE.

	No. 9.		No. 10.	
.....	4.55 A M	0	.....Wahpeton.....	10.38 P M
.....	5 05 "	1	.....Breckenridge.....	10.33 "
.....	5.52 A M	17	.....Manston.....	9.40 "
x	6 10 "	23	.....Atherton.....x	9.25 "
.....	6.30 A M	30	.....Barnesville.....	9.10 P M

x Trains stop only on signal, or to leave passengers.

SLEEPING-CAR SERVICE.

- No. 3. Through Sleeper to Fergus Falls, Crookston, Winnipeg, Barnesville, Moorhead, Fargo and Grand Forks daily.
- No. 3. Through Sleeper to Great Falls, Mont., Mondays and Thursdays only.
- No. 4. Through Sleeper from Winnipeg, Crookston, Fergus Falls, Grand Forks, Fargo, Moorhead and Barnesville daily.
- No. 4. Through Sleeper from Great Falls, Mont., Sundays and Thursdays only.
- No. 9. Through Sleeper to Casselton daily, except Saturday.
- No. 9. Through Sleeper to Aberdeen daily.
- No. 10. Through Sleeper from Casselton daily, except Sunday.
- No. 10. Through Sleeper from Aberdeen daily.

TO THE PUBLIC.



First-Class Passenger Train Service for the
Montana extension, between Minot, Dakota,
and Helena, Montana, will be put on about
middle of April, 1888.

Meantime, First-Class Sleeping-Cars and
Coaches will be attached to the Express
Freight trains west of Minot.



• MINNESOTA •

THE GARDEN OF THE WORLD.

Minnesota as its name implies is a region of lakes. The northern and central part, the special recipient of Nature's choicest blessings, is without doubt the most fertile and best watered section of the United States. The Red River Valley has long been known as the Grain Garden of the World, and the famous Park Region district, noted for its beauty as well as its fertility, has attracted thousands of sagacious settlers, now largely engaged in dairy business in connection with the production of grain. The proposed extensions of the St. Paul, Minneapolis & Manitoba Railway will still further develop these magnificent districts and afford the best of homes for a large additional population.

PRODUCTS.

While Minnesota leads the world in the production of wheat, oats, rye, and barley it must not be inferred the country is good for nothing else. Corn does well, and root and grass crops are fabulous. It is also a paradise for live stock, and Minnesota has taken all the highest prizes for horses, cattle, hogs, and sheep.

The products of the Minnesota dairies command a higher price than those of any other State in the Union. The Park Region, fertile, well-watered, and adjacent to the great markets of St. Paul, Minneapolis and Duluth, is unsurpassed in the advantages offered to the dairy farmer.

FREIGHT RATES.

Geographically, Minnesota is master of the situation; the Great Lakes insure the lowest freight rates to the sea board. The charges from Duluth being as low as from Chicago, and the rates from St. Paul or Minneapolis only a trifle in excess of those from Chicago, gives the Minnesota farmer or dairyman a great advantage over his competitor in Kansas or Nebraska, and in itself insures his fortune. With larger and better crops than are raised elsewhere, and lower rates to market, his products bring in more money.

LUMBER AND FUEL.

The great forests between the Red River Valley and Lake Superior not only afford great opportunities for the lumber industry, but furnish cheap building material and fuel.

Coal is also obtained via the lakes at low cost, and the fields of Dakota and Montana now being developed will soon give Minnesota an abundant supply of coal from these districts.

With larger and certain crops, good markets, low rates, cheap lumber and fuel, Minnesota offers extraordinary inducements to the home-seeker, which is shown by the rapidity with which vacant lands are being taken.

RED RIVER VALLEY LINE

VACANT LANDS.

The St. Paul, Minneapolis & Manitoba Railway Company has about two million acres of fine grazing, farming and timber lands for sale in the Red River Valley and the Park Region District in Central and Northern Minnesota. The soil of these lands is unquestionably the best in the State. There are many streams and lakes in this district. The title given is perfect, and the lands are sold at a low price on seven years' time, with seven per cent. interest, requiring only for the first payment one-tenth of the principal and one year's interest. Present settlers in the counties in which these lands are located are successfully raising large numbers of horses, cattle, hogs and sheep, and great quantities of all kinds of grain. The general price of these lands is from five to seven dollars per acre, which is much cheaper than any agricultural lands in other western states.

Remember, that the net profit per acre from these lands is as much as that obtained by the farmer of the middle and eastern states, working land costing from fifty to one hundred dollars an acre.

SELECTING LANDS.

The Company's lands are of every description, meadow, rolling lands for cultivation, mixed timber and prairie, or all timber.

The desire of any can be met. No lands are withheld for privileged persons, but all are open for sale, excepting such lands as are necessary for the Company's use in the operation of its lines. Persons buying can take their choice. Every facility is extended for examination of these lands, and any of the parties named below will take great pleasure, upon application, in personally accompanying and assisting the land seeker in making his selection.

REBATES.

The land-seeker who purchases forty acres of this Company's lands will be credited with one-half, while the purchaser of eighty or more acres of this Company's lands will be credited on purchase price of same with full amount paid this Company for his ticket.

Full description of Minnesota, its lands and products, with complete official statistics, showing this State in comparison with Iowa, Kansas and Nebraska, with an elaborate map, will be furnished free upon application.

The following are the authorized resident agents of this Company, who are located in the districts where the Company owns land:

A. M. FRIDLEY.....	Fridley,	Minn.
P. E. HANSON.....	Litchfield,	"
C. E. LIEN.....	Willmar,	"
R. R. JOHNSON.....	Benson,	"
F. O. SUSTAD.....	Crookston,	"
W. E. CHIDESTER.....	Alexandria,	"
H. S. JUDSON.....	Morris,	"
W. MERZ.....	St. Cloud,	"
C. J. WRIGHT.....	Fergus Falls,	"
W. J. CARSON.....	Glenwood,	"
E. P. NELSON.....	Hallock,	"
J. BOOKWALTER, Land Commissioner.....	St. Paul,	"



NORTH DAKOTA.

CLIMATE AND SOIL.

The climate and soil of North Dakota have become synonyms for health and wealth. The sunny, dry and buoyant atmosphere, full of electricity and free from all malarious influences, making it a particularly desirable place of residence. No failure of crops has ever occurred in this region. The soil is deep and rich, and full of the elements which produce in the highest perfection the cereals and grasses of the temperate zone. Not only wheat-raising, for which North Dakota is celebrated far and wide, but diversified farming has attained unusual success, and the root crops and grains of this northern latitude are producing cattle, horses, swine, and sheep which rank in the stock market as the famous number one hard wheat does in the grain exchanges of the world.

MARKETS.

Settlers in North Dakota, along the lines of the St. Paul, Minneapolis & Manitoba Railway, have direct connection with Lake Superior, Minneapolis, and St. Paul, and thus get the benefit of the markets at both points, which is recognized as an important advantage. Intending settlers can procure Government land which will in a few years be worth as much as that in the thickly-settled portions of the East, as it is possible to obtain as large a net profit per acre as can be secured on the more costly lands of the East.

FREE LANDS.

Several million acres of the finest soil in North Dakota is still open to entry by actual settlers under the United States land laws. The main line and numerous branches of the St. Paul, Minneapolis & Manitoba Railway afford cheap and convenient transportation. With these golden opportunities in the best section of the West, it is the height of folly to pay rent, work by the month, or groan under a mortgage in old communities when the possession of a competence is assured by acquiring cheap lands now, which in the order of events must quickly appreciate in value.

DAKOTA SOCIETY.

The Devils Lake and Mouse River districts are attracting thousands of the best class of settlers, and new comers are at once taken into as good society as they enjoyed in their old homes in the East. Dakota is noted for the superior intelligence of its people and good schools and good churches are everywhere to be found. The rough element which disgraces many localities elsewhere has no place in North Dakota, but the quiet peace of successful industry universally prevails.

Full descriptions of the free lands of North Dakota may be obtained from any agent or official of the St. Paul, Minneapolis & Manitoba Railway.



MONTANA'S RESOURCES.

CRAZING.

The stock-raising of Montana has become world-famous. Independent fortunes have been made within the past few years, and the indications are that the industry will largely increase in the near future. It is certain, however, that there will be something of a change in methods. Instead of immense ranges, with thousands of cattle roaming at large, there will be innumerable comparatively small farms affording feed and shelter for stock in winter, and insuring the largest and most certain profits. What is justly termed stock-raising, a mixture of stock-raising and crop production is one of the most promising industries of Montana. It requires little capital and technical knowledge, and the richest results are assured.

FARMING.

There are thousands and tens of thousands of acres of the most desirable agricultural lands in Northern Montana subject to entry under United States laws. Wheat, corn, oats, barley, and vegetables—in fact, all products of the temperate zone—can be raised in the richest abundance. Agriculture in Montana is yet in its infancy, but experience so far is more than satisfactory.

MINING.

The opening of this new line affords an outlet for a large mining district that it has heretofore been unprofitable to work on account of the difficulties and expense of transportation. It is the special desire and determination of the Company to furnish the most adequate facilities for the full development of this industry. The general public have little conception of the great wealth hidden in the mountain ranges of this portion of Montana which are rich in precious metals.

MANUFACTURING.

The falls of the Upper Missouri, where the promising city of Great Falls is located, are equal to over half a million horse-power, and the development of numerous manufacturing enterprises is assured. There is no better place in the country for a great industrial metropolis, and it is a reasonably well-assured fact that the great cataracts of the Upper Missouri will in the near future accomplish for Montana what the falls of St. Anthony have done for Minnesota.

BUSINESS CHANCES.

The flourishing cities of Fort Benton; Great Falls, the city of wonderful cataracts; Helena, the rich and enterprising capital; Butte, the busiest of mining camps, and other Montana towns, offer business opportunities too numerous to mention. They are all reached via the direct line of the St. Paul, Minneapolis & Manitoba Railway, in luxurious comfort and at moderate cost.



SPECIAL NOTICE.

**IF YOU INTEND GOING . . .
TO ANY POINT IN**

MINNESOTA,

DAKOTA, MONTANA,

British Northwest Territories,

. . . OR UPON . . .

PUGET SOUND, or the

PACIFIC COAST,

And will advise either of the agents named below, stating where you are going, when, number in your party, and what, if any, freight you have, they will cheerfully furnish, **WITHOUT CHARGE**, the lowest obtainable rates on tickets, baggage and freight, with Time Tables, Pamphlets, and other valuable information that will save you trouble, time and money. Address,

S. L. WARREN, Gen'l Eastern Agent,.....287 Broadway, New-York.
E. P. ALLEN, Traveling Pass'r Agent,.....287 Broadway, New-York.
Q. A. MANN, Traveling Pass'r Agent,.....287 Broadway, New-York.
S. P. BOWMAN, Trav'g Pass'r Ag't,....413 Market St., Harrisburg, Pa.
J. M. HUCKINS, Trav'g Pass'r Ag't, 4 Palmer House Block, Toronto, Ont.
D. W. H. MORELAND, T. P. Agent, 179 Jefferson Ave., Detroit, Mich.
D. R. MCGINNIS, Traveling Passenger Agent,.....Columbus, Ohio.
H. E. TUPPER, District Passenger Agent, 232 S. Clark St., Chicago, Ill.
B. C. STANTON, Trav'g Pass'r Ag't,....232 South Clark St., Chicago, Ill.
E. C. LAWRENCE, Trav'g Pass'r Ag't, 232 S. Clark St., Chicago, Ill.
A. W. BROWNING, Traveling Passenger Agent,....Kansas City, Mo.
E. G. JAFFRAY, Traveling Passenger Agent,.....St. Paul, Minn.
C. B. TACKNOR, Traveling Passenger Agent,.....Oshkosh, Wis.

or **C. H. WARREN, Gen'l Pass'r Ag't,
ST. PAUL, MINN.**

MONTANA Short Line

MONTANA LINE.

The Manitoba route, comprising the St. Paul, Minneapolis & Manitoba and Montana Central Railways, is now open to Helena. The rapid construction of these lines from Minot, Dakota, seven hundred miles in seven months, is the most remarkable triumph of railway building in the history of the world. The work has been done not only quickly but exceptionally well, and the new line at once takes rank among the finest in the great West. Its smooth road-bed, easy grades and excellent equipment makes it especially desirable and safe, and penetrates a section of country, heretofore comparatively inaccessible, that is destined in the near future to have a large and prosperous population.

AMERICA'S PROMISED LAND.

The new line opens to the world millions of acres of rich and well-watered land, capable of supporting a population equal to that of any State in the American Union. The Milk River valley, through which the Manitoba road passes for two hundred miles, promises to be one of the most productive in the world, and will undoubtedly be settled with astonishing rapidity.

The Upper Missouri, the Marias, and the Sun, are known as valleys of fabulous fertility, and indeed all Northern and Northwestern Montana deserve proud distinction as AMERICA'S PROMISED LAND.

THE PERFECTION OF CLIMATE.

The low altitude of Northern Montana, and its nearness to the Pacific Ocean, combine to give it the perfection of climate. The Chinook winds from the west temper the winters, giving them a much higher range of the thermometer than its northern location would indicate. Statistics show that Montana, for man, beast and vegetation, is among the healthiest regions in the world. What more could be desired?

START RIGHT.

WHAT EVERY TRAVELER SHOULD KNOW.

The St. Paul, Minneapolis & Manitoba owns the two greatest trunk lines from St. Paul and Minneapolis to the Garden Northwest. The traveler has the choice of the popular line through the beautiful Park Region of Minnesota, or the equally well-built and luxuriantly-equipped route by the shores of Minnetonka. Round-trip tickets are good to go over one route and return via the other, as the holder may elect. The populous cities, the romantic lakes, and the richest farms are on the "Manitoba," and the traveler who selects this route will see more that is worth seeing of the great Northwest than could be gained from an inspection of all other roads combined.

NORTHERN MINNESOTA.

The "Manitoba" is the shortest and surest line to all principal points in Northern Minnesota, including St. Cloud, Sauk Centre, Fergus Falls, Alexandria, Barnesville, Graceville, Breckenridge, Morris, Hutchinson, Moorhead, Glyndon, Crookston, and St. Vincent.



NORTHERN DAKOTA.

The "Manitoba" is the shortest and surest line to all principal points in Northern Dakota, including Fargo, Wahpeton, Davenport, Grand Forks, Casselton, Larimore, Hope, Park River, Grafton, Neche, Devils Lake, Church's Ferry, Cando, Minot, Bottineau and Fort Buford.

MONTANA.

The new extension of the "Manitoba" is the best, and is becoming the most popular route to Montana. Benton, Great Falls, Helena and Butte, Montana's great cities, are reached via the Manitoba Line, as are also Poplar, Milk River, Glasgow, Assiniboine, and scores of other new and promising cities and towns.

CENTRAL DAKOTA

The Aberdeen, Ellendale and Watertown lines of the Manitoba are the most direct routes to Central Dakota points, including Lidgerwood, Geneseo, Rutland, Claremont, Aberdeen, Ellendale, Appleton, South Shore and Watertown. The Dakota lines of the Manitoba are being rapidly extended, and will soon reach every important point in the territory.

See that your tickets read by way of the St. Paul, Minneapolis & Manitoba Railway, and take no others.

MANITOBA PACIFIC ROUTE

This popular route to the Pacific Coast, composed of the St. Paul, Minneapolis & Manitoba and Canadian Pacific Railways, has become an important trans-continental line. Its road-bed, equipment and rates are such as compare favorably with those of other trans-continental lines. It is the shortest route to Winnipeg, Port Arthur, Vancouver, Victoria, Port Townsend, Port Angeles, Seattle, Tacoma, Olympia, and all Alaska and trans-Pacific points, while to Portland and San Francisco it offers many advantages over older and less liberal lines.

SLEEPING-CARS.

The Sleeping-Cars of the Canadian Pacific are owned and operated by the company, and no expense has been spared to make them perfect.

The berths are wider and longer than in other Sleeping-Cars. The Sleeping-Cars are provided with bath-rooms, and the Sleeping and Parlor Cars are specially constructed so as to enable passengers to view the scenery passed.

COLONIST SLEEPING-CARS

Are run on this line instead of the ordinary second-class cars. They are handsomely finished in light woods, on the general plan of the ordinary Sleeping-Cars. They are bright and pleasant, and so comfortable that they are largely used by first-class passengers. No extra charge is made in these cars. Colonists on trans-continental trains can procure mattresses, curtains and blankets at St. Paul or Winnipeg.

DINING-CARS

Beyond comparison in style and finish, are run during day time on all through trans-continental trains between Winnipeg and Vancouver. Special attention has been given by the company to the service on these cars, and travelers will find all the delicacies of the season at their demand for the nominal charge of 75 cents per meal.

HOTELS.

In the Rocky Mountain region, hotels have been built and will be operated under control of the Company, near Banff, Hot Springs, at the eastern base of the mountains; at Field, on the summit of the Rockies; at Glacier Station, near the summit of the Selkirks, and at North Bend, on the Fraser. These hotels form admirable stopping-places for tourists, who do not wish to make the overland journey, through the magnificent scenery of that region, in one unbroken trip.



Pointers for Passengers.

COUPON TICKETS.—Ticket agents at the principal stations on all railways, East and West, sell coupon tickets and check baggage over the St. Paul, Minneapolis & Manitoba Railway and its connections. We recommend that passengers purchase tickets at their starting-point through to their destination, and have their baggage checked accordingly. This always saves time and trouble, and usually saves money, as through tickets include all necessary transfers, and are generally sold at a rate somewhat less than the sum of the locals. Children under five years of age, accompanied by parents or guardians, are carried free; between five and twelve years of age, half fare; over twelve years of age, full fare.

BAGGAGE.—Baggage to the amount of 150 pounds will be checked free to destination of each full ticket, and 75 pounds upon each half ticket. Holders of first-class tickets to Vancouver or Victoria, via the Manitoba Pacific route, with prepaid orders for steamer passage to trans-Pacific ports will be allowed 250 pounds baggage free, on presentation of such orders to the baggage agent at St. Paul. No piece of baggage weighing over 250 pounds will be accepted or transported in baggage cars. Baggage should be plainly marked with the name and permanent residence of the owner.

STOP-OVER CHECKS, good for 15 days will be issued at any point west of Minneapolis to the holders of regular unlimited first-class and tourist tickets.

NO STOP-OVER is allowed on first-class limited, second-class, or emigrant tickets.

SECOND-CLASS and EMIGRANT passengers are carried on first-class express trains in forward cars, but cannot have Palace Sleeping-Car privileges. Many colonists travel second-class, and the Manitoba takes extraordinary pains to add to the comfort and convenience of this class of its patrons.

EMIGRANT SLEEPERS.—These cars are now being built (similar to first-class sleeper except the berths are not upholstered) containing all the latest improvements and will be run on all trains between St. Paul and Great Falls early in 1888. No extra charge will be made for berths in these sleepers. At the Union Depot, St. Paul, passengers can purchase mattresses at \$1.00 each, pillows 25 cents each, and one pair single blankets, including shawl strap, for \$1.50.

TIME.—All trains east of Minot are run on Central time. Those west of Minot on Mountain time, which is one hour slower than Central.

THE GOLDEN RULE.—The through ticket and baggage-check system is so perfect that mistakes and misunderstandings rarely occur, but in all cases of dispute with conductors or agents, passengers should pay the fare demanded, taking a receipt for same, and communicate with the General Passenger Agent at St. Paul, who will cheerfully and promptly refund any overcharges. Passengers are requested to report to the General Passenger Agent instances of incivility on the part of employees. While it is the aim of this Company to redress just grievances, it is suggested that courtesy is equally commendable, whether practiced by the railway employee or the passenger.

RED RIVER VALLEY LINE

NEW PALACE SLEEPING-CARS

BUILT SPECIAL FOR THE

St. Paul, Minneapolis & Manitoba R'y

ARE RUN ON ALL THROUGH TRAINS

LEAVING ST. PAUL AS FOLLOWS:

TRAIN No. 3, For Great Falls, Mondays and Thursdays only.
For Fergus Falls, Fargo and Grand Forks, daily.
For Barnesville, Crookston, and Winnipeg, daily.

TRAIN No. 9, For Aberdeen, Rutland, Wahpeton, daily.
For Casselton, daily, except Saturday.

SLEEPING-CAR RATES:

BETWEEN ST. PAUL OR MINNEAPOLIS AND	DOUBLE BERTH.	SECTION
FERGUS FALLS,.....	\$1.50	\$3.00
BARNESVILLE,.....	2.00	4.00
FARGO,.....	2.00	4.00
GRAND FORKS,.....	2.50	5.00
CROOKSTON,.....	2.50	5.00
WINNIPEG,.....	3.00	6.00
LARIMORE,.....	2.50	5.00
DEVILS LAKE,.....	3.00	6.00
MINOT,.....	3.75	7.50
BUFORD,.....	5.00	10.00
ASSINNIBOINE,.....	7.50	15.00
FORT BENTON,.....	8.25	16.50
GREAT FALLS,.....	8.50	17.00
HELENA,.....	9.00	18.00
WAHPETON,.....	1.50	3.00
RUTLAND,.....	1.50	3.00
ABERDEEN,.....	1.50	3.00

Berths for single nights can be secured at local rates, when they are not sold on through tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping-car accommodations for single nights between local stations.

BETWEEN	DOUBLE BERTH.	SECTION
WINNIPEG and CALGARY,.....	\$6.00	\$12.00
WINNIPEG and BANFF,.....	6.00	12.00
WINNIPEG and VANCOUVER,.....	12.00	24.00

SLEEPING-CAR BERTHS RESERVED.

Parties desiring sleeping-car accommodations can secure them by applying to the conductor of the train on which they will enter St. Paul or Minneapolis. Also, by writing or telegraphing W. J. Hope, City Ticket Agent, St. Paul, being particular to state number and kind of berths desired, to what point and on what train and date from St. Paul. Applications will receive prompt attention and parties making them will find reservations made when they arrive at Union Depot, St. Paul.



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FOR

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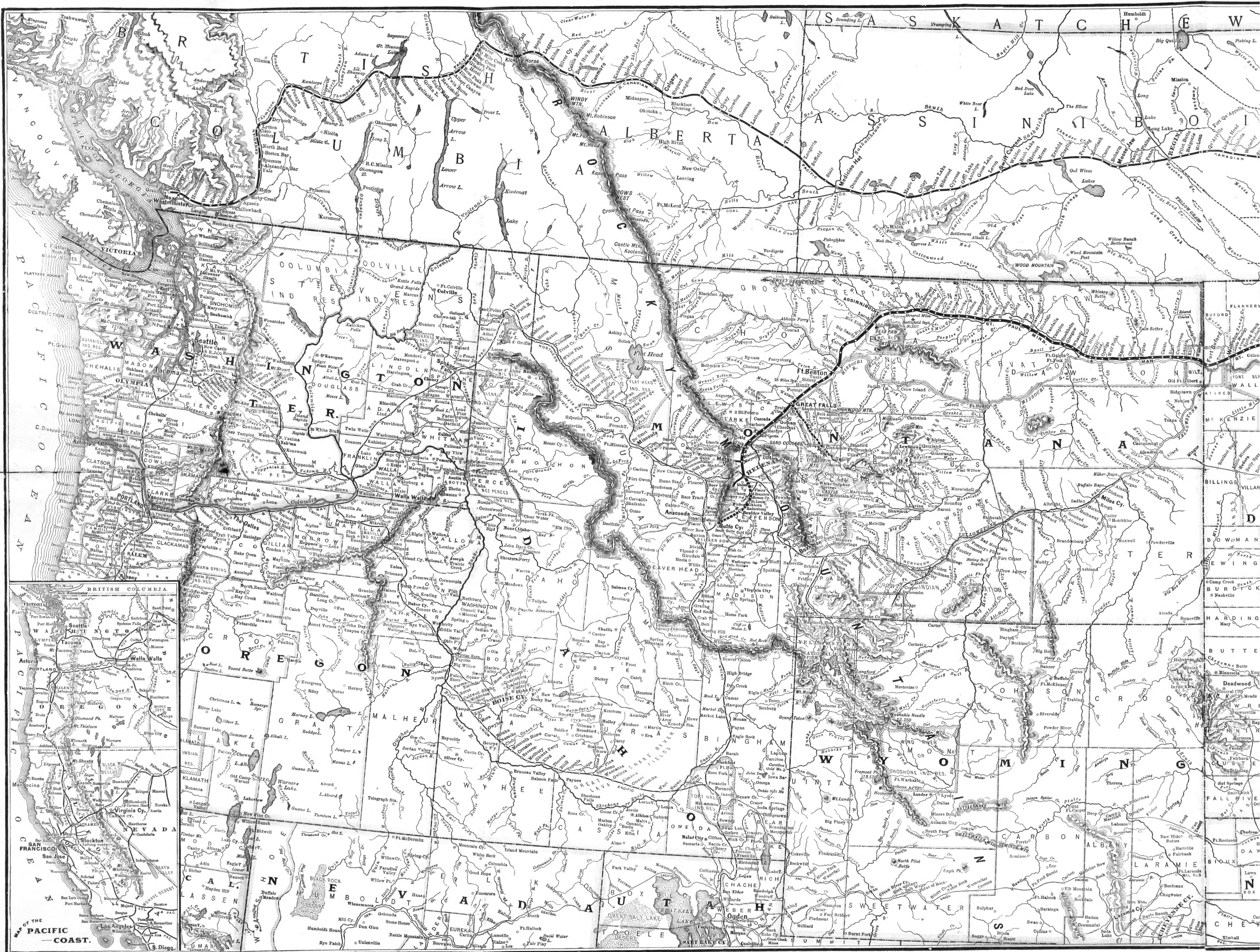
BOINE, FT. BENTON, GREAT FALLS, HELENA,

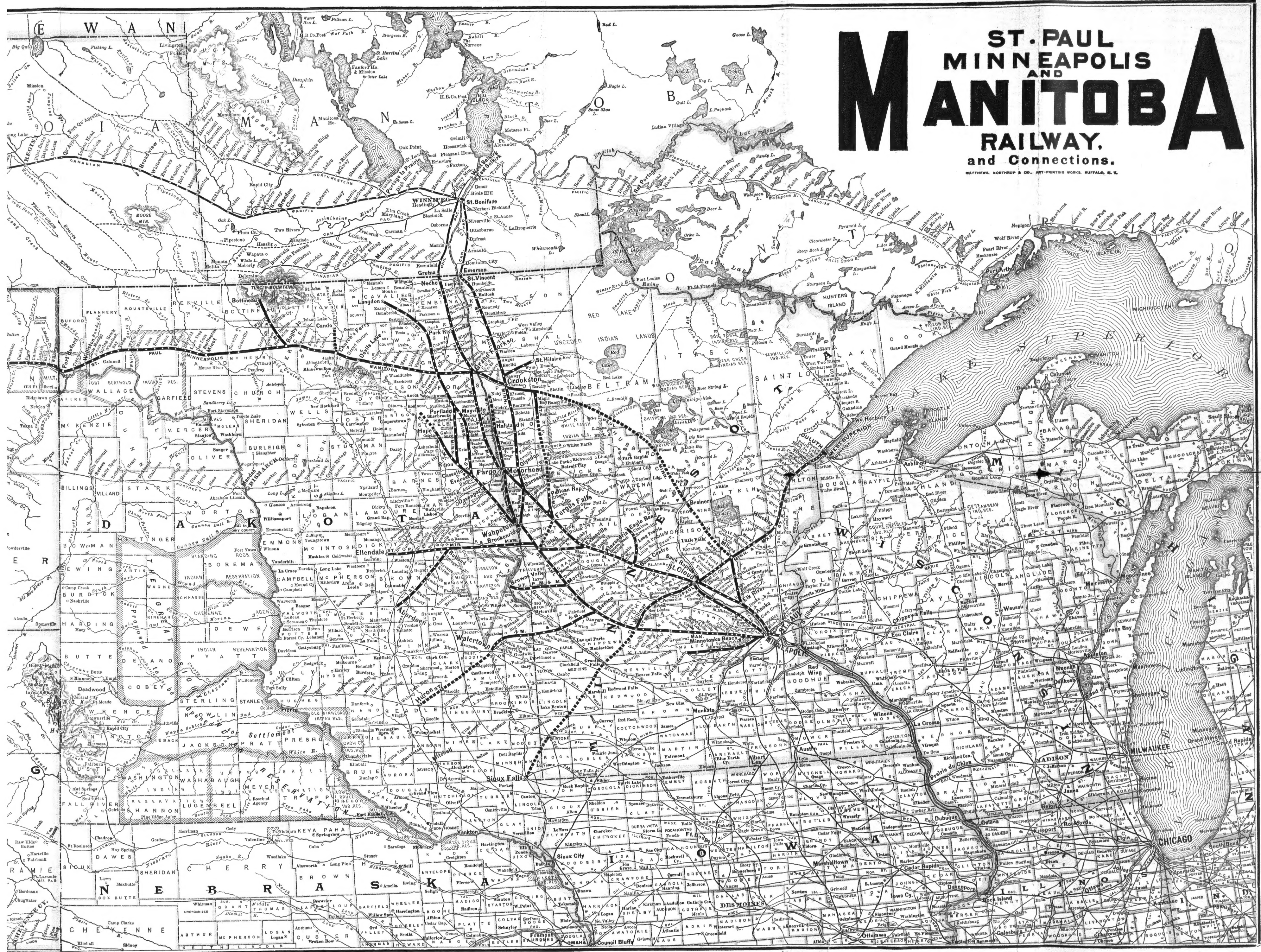
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Passing through the Great Red River Valley, the Wheat Fields of the Northwest, the Mouse River Country, and along the Valleys of the Missouri and Milk Rivers to the

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